

QUERIES & ANSWERS.

Date of an Old Republican Ticket Wanted.

THE REMEDY FOR APPLE RUST.

Embargo Act of Congress in 1807—
Freaks of Lightning—Quarantine
Law as to Virginia Cities and
Towns—Whence "Sandwich?"

To the Editor of the Dispatch:
Please state in your Query and Answer
column a preventive of falling hair from
the head.
S. D. J.
Consult some well-informed druggist.

Roop in Chickens.
To the Editor of the Dispatch:
Will you answer in your Query Column
or give a remedy for roop in chickens?
Yours truly,
Several such remedies are advertised.
Apply to some druggist.

"Tishur Days."
CAMBRIDGE, VA.
To the Editor of the Dispatch:
What are "Tishur Days," and at what
period do they come?
M. K. W.
We don't know.

Moody's Denomination.
To the Editor of the Dispatch:
Please inform me what religious de-
nominations Mr. Moody, the evangelist,
belongs to.
M. B. T.
Congregationalist, but he is not an
ordained minister.

Plural of "Omibus."
WHITE SULPHUR SPRINGS, VA.
To the Editor of the Dispatch:
Which is correct, omibuses or omni-
buses—one or two s—speaking in plural
number?
W.
Omibuses.

United States Consul—Sweden.
BARKERSVILLE, VA.
To the Editor of the Dispatch:
Please let me know through your col-
umns the name of the United States
Consul now of Sweden, and whence he
came?
SUBSCRIBER.

To Keep Older Sweet.
To the Editor of the Dispatch:
In answer to a query: 2 ounces boracic
acid, 2 ounces carbonate soda, 2 ounces
sulfuric acid, for forty gallons (one bar-
rel).

"Music in the Camp."
To the Editor of the Dispatch:
If some reader will supply you with
copy, will you kindly publish the poem
by John R. Thompson, entitled "Music
in the Camp"? It begins:
"Two armies covered hill and plain,
Where Hapshannock's water."
G. G.

Saw-Mill Dust.
To the Editor of the Dispatch:
Has Mr. A. the right to locate a saw-
mill on a branch that runs through my
forest lot and yard, and let the sawdust
"bleed" in the said branch? By answering
the above you will do me a favor.
Truly yours,
J. A. W.

The Green Carnation.
To the Editor of the Dispatch:
Who is the author of "The Green Car-
nation," a short story in the current Pall-Mall
Magazine, entitled "A Reincarnation,"
which is said to be decidedly interesting
and original. He is also the author of
"An Imaginative Man."
H. C. B.

Whence Sandwich?
To the Editor of the Dispatch:
Will you kindly say why a "sandwich"
is so called?
ENQUIRER.

Third Congressional District.
To the Editor of the Dispatch:
Will you kindly give me the names of
the counties that are in the third con-
gressional district as Richmond?
SUBSCRIBER.

Pronunciation of Collyer.
NORFOLK, VA.
To the Editor of the Dispatch:
Will you kindly inform me through the
columns of the Dispatch (Sunday) the
pronunciation of the name of
Adams Collyer?
W. J. D.

Bridge Questions.
To the Editor of the Dispatch:
Will you please answer the following
questions in the Query column of your
paper, and greatly oblige.
Very truly yours,
W. G. O.

1. What was the date of the burning
of the Petersburg railroad bridge?
2. What was the date of the breaking
in of a span of Mayo's bridge, when a
stagecoach of Mr. R. T. W. Beattie
went through and to the water below?
1. Sunday, March 25, 1882.
2. Thursday, February 4, 1882.

Quarantine Law.
To the Editor of the Dispatch:
Can, or is it constitutional, for any
town, large or small, incorporated or
not, to quarantine against other towns?
M. G. J.

The Council of any city or town may
establish a quarantine ground for such
city or town, and the Councils of any
two or more cities or towns may establish
a quarantine ground for their common use;
but if the place fixed on for such quaran-
tine ground be without the limits of a
city or town, the assent of the Board of
Superiority of the county to its use shall
first be obtained.

Embargo of 1807.
To the Editor of the Dispatch:
Please explain all about the embargo,
the embargo act of Congress in the
early part of this century?
N.

December 22, 1807, on the recommenda-
tion of President Jefferson, a law was
passed by Congress prohibiting the de-
parture from the ports of the United
States of all but foreign armed vessels
with public commissions, or foreign mer-
chant vessels in ballast, or with such
cargo only as they might have on board
when notified of the act. All American
vessels engaged in the coasting trade
were required to give heavy bonds to
land their cargoes in the United States.
This embargo was repealed by an act
passed February 27, 1810, and taking effect

March 15, 1810, except so far as related to
France and Great Britain and their de-
pendencies; and in regard to them also it
was to take effect after the conclusion of
the next succeeding session of Congress.
The embargo was intended to counteract
Napoleon's Berlin and Milan decrees, and
British orders in council.

Chesapeake and Western.
To the Editor of the Dispatch:
Will you kindly publish in your Query
column the answer to the following:
Through what counties of Eastern Vir-
ginia will the Chesapeake and Western
railway run, and what will be its termini?
J. I.

It is not known what counties the road
will go through. The promoters say it
will go where it finds the most friends.

A Matter of Etiquette.
RICHMOND, VA.
To the Editor of the Dispatch:
If a gentleman speaks to a lady in
the street, and the lady does not recog-
nize him as an acquaintance, is it not
politeness only for her to return a formal
bow? Could it be considered flouting?
As a rule, a lady would better not
bow even to a man with whom she is
not acquainted; but we can imagine cir-
cumstances where the rule might be safely
waived.

No Name Signed.
RICHMOND, VA.
To the Editor of the Dispatch:
Please give me the shortest bicycle
road from here to Washington, D. C.
2. Name as near as you can the towns
or villages along the road at intervals
of about twenty miles.
BICYCLE.

This query was mailed you last week,
and I expected to see the answer in
Sunday's columns, but as I suppose you
did not attend to it for some unavoidable
reason, I hope you will give it your at-
tention this week, as I wish to take the
trip at a very early date.
Yours, etc.,
BICYCLE.

Yes; and on neither occasion did you
sign your name as you should have done.

**Where Lightning Strikes More Than
Twice.**
NEW KENT, VA.
To the Editor of the Dispatch:
On a tract of land in New Kent, on the
Pamunkey river, owned by E. A.
Patterson, about one acre of
land surrounded by trees, of which light-
ning has struck fifteen or twenty times
not over 100 yards apart. Lightning
strikes almost anywhere on the tract, and
one about here has even killed a cow.
It strikes as many times in such an area.
Please explain the cause and oblige.
SUBSCRIBER.

While our knowledge of electricity has
largely increased in late years, we have
not come to know much more than
formerly about the lightning. Many of
its phenomena are still to be designated
as "freaks of lightning." As a matter
of fact, the lightning often strikes at or
near the same place at which it has
struck before. Indeed, it would seem
natural that the same causes, as of ele-
vation, or good conducting power, or
what not, that led to the first strike
might fairly be expected at some time
or other to lead to another. And, more-
over, our correspondent does not make
it clear that many of these trees may
have been struck at the same time.

The Alexandria Boats.
CHARLOTTESVILLE, VA.
To the Editor of the Dispatch:
Will you tell me through your Query
column the name and address of the man
who manages the boats on the Potomac
river at Alexandria, or the superintendent
of the boats?
J. W. M.

There are some six or eight lines of
steamboats plying between Alexandria
and points on the Potomac river and
Chesapeake bay, as follows: Norfolk and
Washington Steamboat Company, John
Callahan, superintendent, Washington;
W. C. Wattles, agent, Alexandria. The
Washington Steamboat Company, to the
lower Potomac landings, C. W. Riddle,
manager, John B. Padgett, agent, Alex-
andria. The Weems Line, Alexandria,
Potomac river, and Baltimore, J. T. Wil-
liams, Baltimore, agent; F. A. Reed,
Alexandria, agent. The Maryland and
Virginia Steamboat Company, Alexandria
and Baltimore, William A. Smoot, Alex-
andria, agent. The Chapel Point Line,
E. S. Randall, Washington, manager; F. A.
Reed, Alexandria, agent. The Mat-
tapan Line, to lower river landings, G. L.
Sheriff, Washington, manager; C. W.
Wattles, Alexandria, agent. The Mt.
Vernon and Marshall-Hall Steamboat
Company, Captain L. L. Blake, Washing-
ton, manager; C. W. Wattles, agent,
Alexandria. The River-View Line, E. S.
Randall, Manager, and F. A. Reed, agent.

An Old-Time Republican Ticket.
To the Editor of the Dispatch:
Can you tell me at what presidential
election the names of the enclosed "Re-
publican Electoral Ticket" were voted?
The original of this ticket was found
in an old law-book, and is printed in fair-
ly good type, on ragged-edged paper, yellow
with age.
R. T. W.

Republican Electoral Ticket.
1. George Newton, of Norfolk borough.
2. Charles H. Graves, of Suffolk.
3. John P. Dwyer, of Dinwiddie.
4. John Purnell, of Prince Edward.
5. Branch T. Archer, of Powhatan.
6. Joseph C. Cabell, of Nelson.
7. Charles Yancy, of Buckingham.
8. George Penn, of Patrick.
9. William G. Pointexter, of Goochland.
10. Spencer Roane, of Hanover.
11. Stithesley Reynolds, of Essex.
12. Robert Taylor, of Stafford.
13. Isaac Porter, of Fauquier.
14. Isaac W. Fryer, of Elizabeth City.
15. William Jones, of Gloucester.
16. William Lee Ball, of Lancaster.
17. John T. Brooke, of Stafford.
18. Hugh Holmes, of Frederick.
19. John Holcomb, of Jefferson.
20. Archibald Rutherford, of Rockingham.
21. Archibald Stuart, of Augusta.
22. Andrew Russell, of Washington.
23. Charles Taylor, of Montgomery.
24. John Webster, of Harrison.

This ticket was voted by the old Jeffersonian
Republican party; the ancestor,
so to speak, of the present Democratic
party. Charles Yancy was one of the
original wheel-horses of the untitled
democracy. Beginning with 1798, he
represented Buckingham county for over
thirty years, and was long known as
"the Duke of Buckingham." Joseph
C. Cabell was a member of the House
of Delegates.
Delegates to State Senate from 1808
to 1810. He became a Whig. The date
of this ticket was, of course, before his
party change. It was voted, we are
quite sure, at one of the elections of
Madison or Monroe; but so many of the
electors served as such more than once,
it is hard to say exactly which. Archi-
bald Stuart was one of his party-electors
at every presidential election from 1793
to 1824. We are not certain that it seems
best to us to publish the ticket, and to
ask our readers for an answer.

Apple Rust.
CRAIGSVILLE, VA.
To the Editor of the Dispatch:
I enclose a few leaves to show how my
apples are affected. They have been
this way for several years, and are grow-
ing worse. As far as I can see, the
trouble is only in the leaves. The trees

make but feeble growth. Can you name
cause and give remedy.
E. T. D.

The leaves show a severe case of apple
rust. This is a fungus disease, which
spreads the winter on cedar trees in the
form of galls, of a light-brown color, and
in the spring appears in the form of cedar
apples. These cedar apples mature spores,
which are borne by the wind to the apple
tree or some allied tree, where they lodge
on the leaves. The spores are long pro-
longed decolorations on the upper surface,
and these soon develop into orange-colored
spots. In a week or two cup-like bodies
appear in the center of these spots, which
are filled with spores; some, later,
there appear from the same spot, but on
the under side of the leaf, larger, cup-
shaped bodies filled with rows of spores.
These spores find their way back to the
cedar, and here again begins the cycle
above described.

When the rust is abundant it does con-
siderable damage, the leaves turning yellow
and falling to the ground. The only
known method of preventing the spread of
this disease is to cut down and destroy
adjacent cedar trees, or, if such a thing
be possible, to collect and destroy the
cedar apples.

Whence Comes the Name of Canada.
To the Editor of the New York Sun:
Sir.—The origin of the word Canada has
puzzled the wits of philologists for more
than two hundred years. Archbishop
Trench, when preparing matter for his
interesting book "On the Study of Words,"
addressed to men of letters residing in
Canada inquiries as to the origin of the
name of the country. Many answers were
received, but all were rejected as absurd
or conjectural. Trench refers to the
name of the country as follows: "One
might suppose that a name like Canada,
given, and within historic times, to a
vast territory, would be accounted for,
but it is not."

Here is an account of how Canada ob-
tained its name which I copied several
years ago from a book in the library of
Sir Casimir Gzowski, Toronto.
"The origin of the name Canada is cu-
riously enough, the Spaniards visited the
country previous to the French, and made
particular searches for gold and silver;
and finding none, they often said 'agui-
nada' (there is nothing here). After the
departure of the Spaniards the French
arrived, and the latter, who wanted
some of their company, supposing they
were also Spaniards, came on the same
errand, and were anxious to inform them
that their labor was lost by tarrying in
that country, instead of going to the
Spanish ports, 'agui nada'.

"The French, who knew as little of
Spanish as the Indians, supposed this con-
stantly recurring sound was the name of
the country, and gave the name of
Canada, which it has borne ever since."

J. WILFRED PEARCE.
New York, August 7th.

Notice to Correspondents.
No notice will be taken of anonymous
communications.
We cannot publish copyrighted songs
and poems without the permission of
the owner of the copyright. This
column is not an advertising medium.
No query will receive attention
the answer to which would necessitate
the advertising of any person's business
or wares.

No will any attention be given to long
"strings" of questions. Every week
numbers of correspondents ignore this
rule of ours, and afterwards wonder why
their queries are not answered.
Many queries are not answered because
similar ones have been recently answered.
We cannot undertake to ascertain the
value of old coins. For that information
write to some dealer in them.
We cannot undertake to answer queries
by mail; we can only answer them
through this column.

Address "Query Editor, Dispatch Office,
Richmond, Va."
N. B. We do not read unsigned letters.

New Books.
OUR WESTERN ARCHIPELAGO. By
Henry M. Field. With illustrations.
New York: Charles Scribner's Sons.
1895. Richmond: The J. W. Randolph
Company. Pp. 250. Cloth, 32.

The great American Archipelago fur-
nishes the least part of this valuable and
interesting volume. Beautiful and ex-
tensive as it is, it has neither history nor
people to make it comparable with the
Greek Archipelago, nor even with the
Malayan, both of which our author had
seen.

His work contains some trawling, some
at least doubtful sentiments, and a little
gush over Uncle Sam's negro soldiers,
and one old John Brown's imp. Yet
we like it, and have been entertained and
instructed by it.

In his tour, and in his book commemo-
rating it, our author had exceptional ad-
vantages. He is one of the four eminent
brothers Field, Cyrus had some connection
with the great Canadian Pacific rail-
way and a mountain and a station on its
route, which is the longest in the world,
are named for him. The daughter of
David Field was the wife of Sir
Anthony Musgrave, who was the able
Governor of British Columbia. As the
guests of this great Canadian railway
the reverend author and his sprightly
niece, Miss Dwight, were treated, not
only with courtesy, but with high honor.
Moreover, he was an experienced traveler
and a keen observer of nature and man.
He had been round the world, and was
now in his 73d year, but still lively and
enthusiastic. What he saw in his long
journeys and voyages was eminently
worthy seeing and recording, and the
notes which he made are as a rule, ac-
curately described and many of them
finely illustrated. The appalling yet at-
tractive glaciers; mountains as pic-
turesque as the Alps and as grand and
magnificent as the Himalayas; rivers and
creeks; missionary work; Esquimaux
far beneath those of Greenland; old En-
glish settlements and some new magical
American ones are all brought vividly
before the reader's eyes, and the author
of our country's grandeur and extent
arise before him.

We learn, too, of that other grand re-
servation of our government, "The Pa-
cific Forest," which is a vast tract of
Washington, which, though not equal in
area and geysers to Yellowstone Park,
is of great magnitude and deep interest.
It is forty-two miles from north to south,
and thirty-six from east to west. "It con-
tains at once the highest peak, the most
extensive glacial system, and the finest
natural gardens in the world."

Dr. Field and his niece were early pro-
moted to the engineer's cab as furnishing
the best seat for all-around observation.
But she was ambitious to be advanced to
the cow-catcher, which she denounced as
nonsense, ridiculous, absurd, unwomanly;
it only for a cowboy, and highly im-
proper for a well-bred young woman.
And yet they celebrated the grand tour
can Independence-Day, in part, by both
of them riding down the famous "Kick-
ing-Horse Canon" on the cow-catcher,
and he gloried in it, and she was a
thing the she did. Here he pays a hearty
tribute to his personal friend, Mr. George
Westinghouse, the inventor of the air-
brake. This "Kicking-Horse Canon" is
the descent westward from the "Con-
tinent Divide."

We were particularly interested in the
establishment, downfall, removal, and
restoration of Metta Kabila, near Fort
Simpson, in the Yukon. It was an En-
glish layman, who, the auspices of
the Church Missionary Society of London,
reclaimed by his bravery, sincerity,
and true Christian spirit, a band of super-
stitious savages who were cannibals. His
successes led him to believe that he was
to send him a Bishop to oversee him and
his work. But the Bishop's system so
conflicted with Duncan's that a division
and removal became necessary. The
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possession, with the permission of the
United States Government, of Attetie
Island, some seventy miles farther north
and a more desirable location. There he
renewed his beneficent work.

Our author devotes his last four chap-
ters to Yellowstone Park. It was under
his guidance and mammoth hot springs, its
river and lake, and the Yellowstone
cannon. He compares the great geysers,
"Old Faithful," to a "Præstorian," be-
cause "it has always been there."

In the park the daring deer bears from
her proud uncle his outside seat with the
coach-driver, and has the coveted satis-
faction of handling his four-in-hand for
a couple of hours in the saddle.

This feat gained for him the considerable
eclat, and so tickled her vivacious uncle
that he dwells upon it with great gusto.
Then she has, by special invitation, the
splendid span of Superintendant Huntley,
who declared that she held the reins
beautifully, and was next to his wife
(who could almost drive a wild buffalo),
the best woman-driver he had ever seen.

This reminds us of the famous Newport
female "whip," whom M. Paul Bourget
celebrates in his philosophical and critical
"Ouvre-Mer."

Our author recommends that tourists
direct their steps more to these western
regions, which he had at last been ex-
ploring and describing, but an overwhelm-
ing majority of them will, no doubt, con-
tinue to wait for the great attractions, if
not the greater wonders, of England and
the Continent of Europe; of Egypt and the
Holy Land; not to mention other Oriental
countries, in visiting which American dol-
lars are so lavishly spent.

NATIONAL YEAR-BOOK, 1895. Some of
the American Republics. The Republic
Press, New York.
This is a handsome volume of 24 pages,
in paper covers, and contains a list of the
national officers, the national constitution
and by-laws of those of the various
State organizations, and the proceedings
of the National Congress held in Boston
May 1st and 2d, 1895. It also has an ex-
cellent engraving of the president-general,
Horace Porter, of New York.

The National Congress is composed of
delegates from the several affiliated bodies
in the States, of which there are now
thirty-one, and a fine one in the District
of Columbia. That in Virginia is made
strong as yet, but it will be made
to increase it. It was represented in
Boston by one of its vice-presidents, Miles
Turpin Phillips, who occupies the peculiar
position of being the son of a Revolu-
tionary soldier, and a member of the
National Congress, also, was appointed
a delegate, but did not attend.

The entertainments given by the Massa-
chusetts society to the delegates were
liberal and generous. The proceedings
were, generally, very interesting and ac-
curately reported, but there
are some errors and omissions, which
show that reporting does not always re-
port.

In the account of one of the speaker's
discussions which took place, one of the
speeches is entirely omitted. It was short,
but most pointed and conclusive.

On the motion of Mr. Scott, of New
York, the congress had resolved "that
the historical battle of the Constitution
should be rebuilt, and forever preserved
as an illustration of the type of war-
ship which has immortalized the United
States navy, and that the local and
national historical societies, to be used
as a national naval museum."

That afternoon Mr. Thomas Cogswell
earnestly protested against removing the
old ship from his own New Hampshire,
which was one of the "old thirteen," and
had always performed her part so pa-
triotically. That he could not allow that
historic emblem of our nationality to be
removed from New Hampshire to any
other part of the country, he believed,
that it must belong to his State, and he
called upon some of his co-delegates to
make a motion on the subject.

Mr. Scott told him that New Hamp-
shire was only an honorable part of the
American republic, and that she belonged
to America, and represented American pa-
triotism and valor; that she had been sent
to Portsmouth to die, and he proposed
that she be sent to Washington to live.
Mr. Cogswell replied that it had been
his idea for fifty years that when our
landed forces were buried, they should be
buried forever, and as the grand
Constitution was sent to Portsmouth to
die, and yet it was not opposed to having
it reconstructed and made as valuable
as possible, but not let us pass upon its
final destination.

Mr. Bailey, president of the New Hamp-
shire Society, and the vessel had been at
Portsmouth for twenty years; that he
was not opposed to her reconstruction,
but wanted Portsmouth to have all the
work she could get. He moved to modify
the resolution so as to recommend that
the Federal Government reconstruct the
ship, without deciding what should then
become of her, nor where the work was
to be done, though he desired that it be
done at Portsmouth. Some one asked
him, whether the ship belonged to
America, and represented American pa-
triotism and valor; that she had been sent
to Portsmouth to die, and he proposed
that she be sent to Washington to live.

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